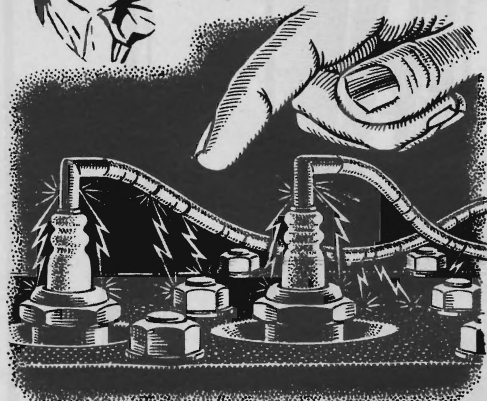
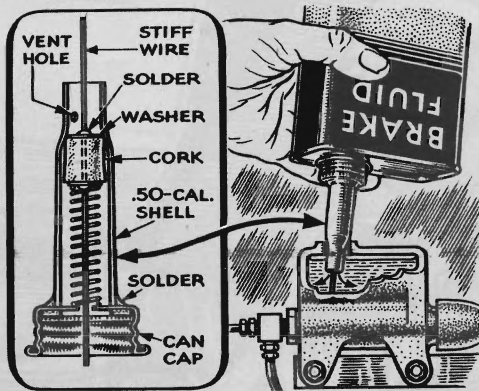




## Hints from the Model Garage



**Finding High-Voltage Leaks.** If you suspect there are shorts in an engine's high-voltage system, suggests John Vincenti, of Kennett Square, Pa., start it up in total darkness and take a look. You may find sparks flying from many unexpected places—wires with worn insulation, dirty plugs, or cracked distributor caps.

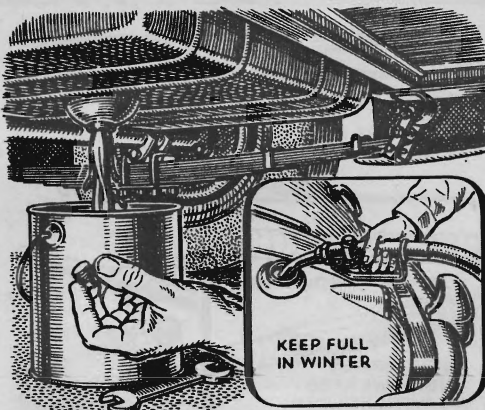


**Don't Spill Fluid.** A valve for filling master cylinders directly from the brake-fluid can is a useful gadget. Designed by N. E. Peeler, St. Paul, Minn., the valve keeps fluid from spilling when the can is inverted for use. It opens and the fluid is automatically released when the wire strikes the bottom of the cylinder reservoir.



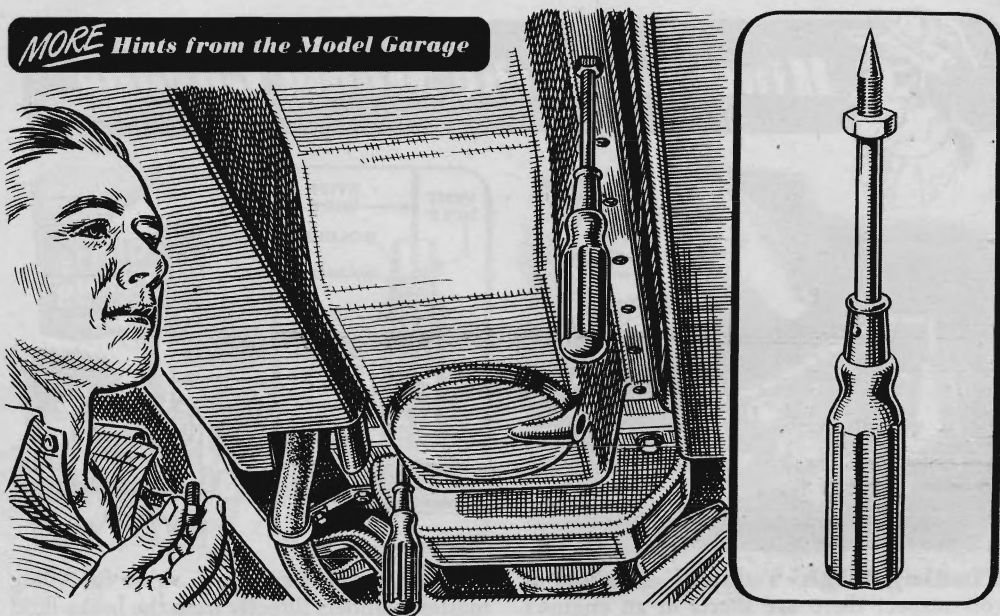
**Clearance Pole Warns Trucker.** If you truck tall cargo that's likely to become entangled with low bridges and wires, you might borrow an idea from the family cat. Attach a bamboo fishing pole to the front of the truck as a warning "whisker." Make it a trifle taller than the load.

Approach a bridge or overhead obstruction slowly. If you hear the tip strike or see the pole bend, you can stop the truck in time.



**Drain Tank Once a Year.** This is a preventive-maintenance step that's frequently neglected. The purpose is to drain off accumulated sediment and water. Most fuel tanks have some sort of a plug to make the job easier.

A good cold-weather habit is to keep the tank as full as possible at all times. This will help prevent moisture from condensing inside the tank.

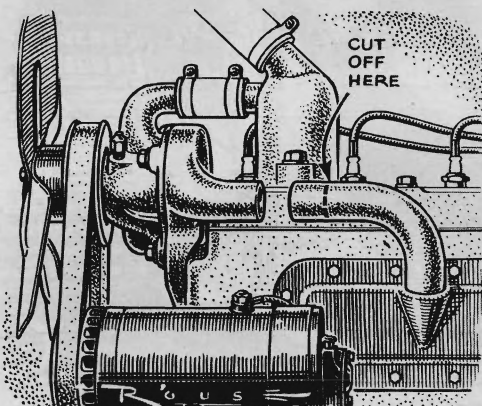
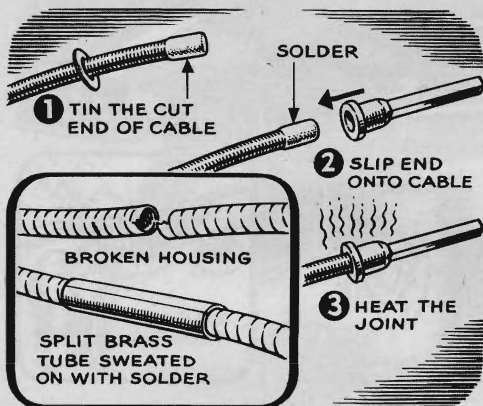


**Tired of Holding Up Pans?** Like a lot of other mechanics, John H. Miles, of Springfield, Mo., found it awkward to hold up an oil pan with one hand and start the bolts with the other.

But he no longer does the job that way. Taking two screwdrivers with shanks the

same size as the pan bolts, he ground the ends sharp, cut standard threads down about  $\frac{3}{4}$ ", and added a nut to each for a shoulder.

Now he puts the pan in place, pushes the sharp-pointed converted screwdrivers through two holes, screws them up snug, and then starts the bolts at his leisure.



**Solder Speedometer Cable.** In some speedometer-cable replacement kits, you find instructions to cut the cable to length and attach the tip by crimping. L. M. LaBar, of West Pittston, Pa., finds it's better to tin the end (1), slip on the tip (2), and sweat it fast (3). A broken cable housing (inset) can also be repaired by tinning a split brass tube inside and sweating it on the break.

**Replacing Water-Pump Hose.** On a 1941 Hudson, this usually requires removal of the pump. Marion L. Rhodes, Knightstown, Ind., suggests removal can be avoided by cutting 1" off the block connection. Leave the clamps on loosely, apply sealer inside each end of the new tube, and slide it on the block connection far enough to let the other end slip on the pump outlet.